NEW YORK BREEZE, MINEY MANY WIRE IT, 1885

SOUTH AMERICA.

Additional Details of the Surrender of Uruguayana.

Public Rejoicings at Rio Janeiro and Buenos Ayres.

Hew the Battle of Yatahy Was Won.

Desperate Fighting of the Paraguayans Under Duarte, the Warrior-Monk.

THE WAR NEARLY ENDED

Probable Annexation of Paraguay to the Argentine Republic.

The Emperor About to Return to His Capital.

Arrival of Estigarribia, the Defender of Uruguayana, at Rio Janeiro as a Prisoner of War.

HIS TREATMENT BY THE BRAZILIANS.

Our Buenos Ayres Correspondence. BURNOS AYRES, Sept. 27, 1865

This city has not yet recovered from the intoxication assoned by the surrender of the city of Uruguay and by the Paraguayans to the allied forces of Brazil Bruguay and the Argentine Confederation.

THE SURRENDER OF URUGUAYANA. On the 5th August an advance guard of Paraguayar entered Uruguayana, a Brazilian town, and were soon surrounded by the allies. The three commanders of the respective allied forces hastened to the place with som 25,000 troops. The number at first entrapped was about 7,000 Provisions were scarce; so much so that even horses had to be used for food, until nothing was left but loaf sugar. The town could have been at once taken by mediate attack was made. On September 17 it was decided to shell the place, but bad weather prevented it. The next night the garrison attempted to escape, but without success, and the following morning Colonel Estigarribia accepted the offered terms of surrender. He reported five thousand effective men, five cannon, five nd muskets, 1,300 lances, nine colors, together with a considerable amount of ammunition and baggage,

The city has seldom been shaken by such general and hearty rejoicing. This bloodless victory has driven the azil and Uruguay of the invaders. It allows the allies to concentrate the fifty thousand men now under e to the friends of the government, and allayed the revolutionary spirit that had already begun to be felt. Above all, owing to the singular policy of this country, thousand men captured will have to fight for their conquerors, for the prisoners are to be drafted into

The advices sent by the last packet, that the Paraguayans were about to invade Santa Fe, proved erroneous The government acted very hastily but effectively to provide against invasion, but it did not prove necessary.

The easy victory at Uruguayana has given renewed en thusiasm to the movements of the allies. Instead of relaxing their efforts through want of confidence they are gathering fresh troops from all quarters,

is rumored that Colonel Estigarribia was bribed to surrender Uruguayana, and even the amount is fixed at \$80,000 silver, but these reports lack authentic confirms

POSED ANNEXATION OF PARAGUAY Everything leads to the belief that the allies will have possession of the capital of Paraguay in the beginning of 866. But no matter whether it be three months, or six,

subdued.

Paraguay would be a most valuable acquisition to the Argentine Republic. The population exceeds a million souls. Her productions are extremely valuable. If Araguay be annexed at once to the Argentine Republic, before her inhabitants be demoralized by civil war, capital, enterprise and intelligence will flow into the country, and all these sources of wealth would be developed on a large acres.

TRADE AND STEAM NAVIGATION.

and all those sources of weath would be developed on a large scale.

Two fine steamers for this river trade are on their way here; one, the Porteña, from New York, and one to be brought, owned and commanded by the old river favorite here, the Scotch Captain Bruce. The San Juan mines continue to attract great attention. They are not inviting for individual miners; but companies that can lay out money in machinery have fine prospects. The principal engineer of the government, Major Rickart, has just organized a company in Europe with a nominal capital of one million dollars in specie, with one hundred and fifty thousand dollars flaid up in specie. They are prepared with the machinery already set up, and with one now on the surface to smelt two hundred pounds of bar silver daily. This would amount to half a million dollars a year, and the figure can be doubled.

Business is somewhat dull on account of the war. The real season begins next month, when great activity is expected. The recent rains have dispelled all fears of an early drought this year.

It is estimated that the yield of wool this season will amount to 87,500,000 pounds, or 43,600 tons. This year has been the best ever known for sheep raisers, the increase being estimated at forty per cent.

To day there is reported only one American ship in this port, the Nellie Abbott; but there are several American spice in the potential and easy and gold is not in demand.

Our Rio de Janeiro Correspondence.

THE THREE GREAT EVENTS. Three great events in the war between the allies and She Paraguayans have recently taken place, resulting in Caver of the former.

Brazilians fought bravely, and came out victorious, but with the loss of many officers and men. History will, in due time, record, with just pride for this empire, the Battle of Riachuelo.

After that came, on the 17th of August, the battle of Yataby, in which two thousand killed, one thousand three hundred prisoners, four hundred wounded left on the field, eight cannon, four flags and a great quantity of ammunition were the trophies obtained by the allies The armies were thus composed:—The Oriental army, of three battalions; the Brazilian, of the Third and Seventh ergulars, and a battalion of volunteers, under command of Colonel Fidelis; and the army of the Argentine Confederation, of three divisions, numbering about thirtee and men, under the command of General Flores (Oriental), who, previous to the general action, repulsed, et the point of the bayonet, the right wing of the left witivision of the Paraguayans, four thousand strong. www.bleodshed, sent a flag of truce to Colonel Duarte, commanding the enemy's forces, summoning him to

Very little artillery was used in this action, the hottest and most effective work being done by infantry. At boots and a strong force to cover their retreat in that direction if necessary; but men and boats were all capthe Paraguayans, was taken prisoner. They attempted so cross the Yatahy, but were prevented by Generals no cross the Yatahy, but ware prevented by Generals Madariaga and Soares, who followed them closely with a force of two thousand cavalry. The complete defeat of the enemy took place on the right shore of the river truguay. They tried to escape in the direction of Thisriby, but were also prevented by the Brazilian General Canavarro after five hours' desperate fighting, and were hous compelled to return to Uruguayvon, after having burned half of their stores and ammunition wagons. The Brazilian fleet on the 20th crossed the bar of Gerinay, opposite Quarahim, and was on its way to Uruguayana, where it would arrive in time to render good revices.

a wild rage, incited by the exhortations and fanaticism of a Jesuat monk, who urged themson in the brant of the battle, with a large lvery dross in one hand, assuring the savage soldiers that if they fell they would come to life again on the other side of the river to fight and conquer the Brazilians and their cruel allies.

The LATEN EVENT

The last and greatest of the time events is the surrender of Uruguayana, which occurred on the 18th of September, at three P. M.

On the same morning the allied army, under the command in person of his Majesty the Emperor of Brazil, who had arrived on the field the day previous, took up position, with forty-two pieces of artillery, near the fortified place of the enemy, already closely invested; the right being occupied by the Brazilian troops, commanded by General Baron de Porto Alegro; the centre by the Argentines, under command of General Mitre, and the left by the Orientals, commanded by General Flores. A flag of truce was then sent to Colonel Estigarribia, command ing the enemy's forces, summoning him to surrender unconditionally. After some other preliminaries Estigaribia Pilty-one hundred and three men were surrendered, exclusive of the sick in hospital, with Colonel Estigarribia himself, and the celebrated Jesuit, above mentioned, and named Duarte. Not one man escaped. The news was received in this capital with immense enthusiasm.

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The news was received in this capital with immense enthusiasm.

Illuminations and all sorts of public displays and rejoicings took place. The streets were thronged with processions of public corporations, headed by hands of music. Among the principal bodies were the Chamber of Commerce, the Committee of Brokers, Custom House employes, the Academy of Medicine and the "Central School." The Empress and the Princesses were seremaded before the palace, in congratulation of the success of the alhed arms. The Empress, with her usual unostentatious urbanity, received and thanked them all most tentatious urbanity, received and thanked them all most graciously. The Emperor and his staff are soon expected to return to the capital, leaving it to his generals and his allies to finish up the war.

ARGUAL OF THE PARAGUATAN GENERAL.

I had almost forgotien to mention that General Estigarribia arrived here three days ago on board of a Brazilian man-of-war. He is very kindly treated for a prisoner of war—much more so than he deserves. He is lodged in a good hotel, and all his expenses defrayed by the government.

Rusiness rather brisk with the States. Frequent and

lodged in a good noter, and the government.

Business rather brisk with the States. Frequent and large shipments of coffee, and many arrivals of sailing vessels from your city and Baltimore, laden with flour and lumber. On the 27th is expected the first steamer of the line said to be established between New York and this empire. It will prove a success for both countries.

WASHINGTON, Nov. 16, 1865.
The Navy Department is in receipt of despatches from nouncing the capture of seven thousand Paraguayans by the Brazilian forces. Though a great success, the Commodore thinks it gives but little promise of a speedy cessation of hostilities.

The Street Cleaning Commission.—There was a meeting of the Street Cleaning Commission at the office of the Mayor yesterday, attended by the Mayor, Recorder and Mayor yesterday, attended by the Mayor, Recorder and City Inspector. Complaints were heard against the street cleaning contractors for alleged neglect of their duties. Among other things it was charged that portions of Twenty-third street, East and West Broadway were in a terrible condition. The contractors were represented, and made a communication in regard to the throwing of garbage upon the thoroughfares. They also promised to see that the evils complained of were remedied. The semi-monthly payment was allowed.

MEETING OF VESTEY OF ST. GEORGE'S CHURCH.-The members comprising this body met last night in the vestry, in Sixteenth street, to take measures regarding the late disastrous conflagration. Dr. Tyng presided. It was resolved to hold public worship for the congregation of St. George's church on Sunday next at Irving Hall. Services shall take place at ten o'clock A. M. and three in the afternoon. It was also resolved to call a meeting of the pewholders on Monday next to consider the question of rebuilding the church.

THE ISSUE OF THE NEW GOLD CERTIFICATES. -The issue of the new certificates for deposits of gold at the United States Treasury in this city was commenced on Wedne day, by Assistant Treasurer Van Dyck, and the amount of coin deposited and for which certificates were issued was \$556,000. The deposits yesterday amounted to \$419,000.

Convention of the Society of Friends.—A number of tieth street, near Third avenue. The principal object of the meeting was the election of officers of the Sunday School Unions for the next term and discussions on such School Unions for the next term and discussions on such religious matters as might be thought of interest to those present. Among the delegates were noticeable the Rev. Lindley Murray Shipley and Benjamin Frankiand, of Cincinnati; Ralph Wells, Dr. Thomas and Francis D. King, of Baltimore, and other Friends equally well known to the public. The exercises of the day comprised a lengthy discussion on questions pertaining to Sunday schools; those of the evening were prefaced by a prayer offered up by sister Compsoke. The officers at the Union elected for the ensuing year were the Rev. Lindley Murray Shipley, President; Henry F. Wood and Augostus Taber, Vice Presidents, and Anthon N. Kimball, of Philadelphia, Secretary.

UNITED COOPERS' BALL.—The fourth annual ball of the

UNITED COOPERS' BALL. - The fourth annual ball of the United Coopers, No. 2 of New York is announced to Rooms), No. 446 Broadway, on the evening of Tuesday the 21st of November. The entertainment is to be the 21st of November. The entertainment is to be brought out without regard to expense; and the inten-tion on the part of the officers of the society to make it one of the most enjoyable occasions of the season will undoubtedly be attained. The officers of Society No. 2, United Coopers, are:—President, Charles Carter; Vice President, Jus. Nangle; Treasurer. Lucius Brackett; Financial Secretary, P. Conners, and Recording Secre-tary, C. M. Yarwood.

WOMAN KILLED AT MOST HAVEN -Coroner Oliver ver erday held an inquest upon the body of Mrs. Mary Dunn, aged seventy years, who was run over by a train on the New Haven Railroad, near Mott Haven, or on the New Haven Railroad, near Mott Haven, on Wednesday at about five o'clock in the afternoon. It seems that the woman was a pedler, and had a basket upon her arm. Attempting to pass ahead of the loco-motive while it was in motion, before it could be stopped she,was caught under the cow catcher and killed. The coroner's jury exonerated the officers from blame, and rendered a verdict in accordance with the facts.

FIRE IN ESSEX STREET. -Shortly before one o'clock yes erday afternoon, a fire broke out in the attic of building 63 Essex street, occupied by B. F. French and W. H Stevens. The alarm was promptly given by the police, when the fire bells rang "signal station No. 25," which was repeated on the telegraph bell in the house of each apparatus required to be at the fire. As this was the firs alarm of fire under the new system of telegraphing just established by the Fire Commissioners, it is gratifying to learn that every instrument worked well, and thus enabled the engines to proceed direct to the fire without loss of time. The police, in accordance with the general order published yesterday, excluded from within the lines all persons not provided with the proper insignia of their office. The old badges are no longor recognized, and are therefore useless to get within the lines. The absence of noise and confusion and the crowd of idlers so usual at fires hitherto was remarked by every one. The flames were confined to the attic story of the building. The damage to Mr. French's furniture by fire and water will be about \$500; insured for \$1,000 in the Beckman Insurance Company. Mr. Stevens' loss will be about \$500; insured for \$500 in the Greenwich Insurance Company. The building is owned by H. W. Titus. It is damaged about \$500; said to be insured. The fire is supposed to have been caused by a defect in the chimney flow. established by the Fire Commissioners, it is gratifying to

at six o'clock last evening occurred from an accidenta fire taking place in the dyeing box in the pianoforte fac-tory of John line & Son, No. 111 East Fourteenth street. No other damage done. The loss was but trifling.

PATERSON COURSE, N. J.—TROTTING.
The Horse Fair at the Paterson Course ended yesterand afternoon, the wind up being two very good trots for special premiums; the first mile heats between Moun-tain Boy and Belle of Baltimore, and the second mile heats, best three in five, between the stallion Abdallah Chief and Raid. The other trots, for Passaic county bred horses, did not amount to much. A double team trot came off, but the winners could not trot fast enough to make themselves sweat. As a whole the fair was nothing to brag of, and was but peorly supported. In the trot between Mountain Boy and Belle of Baltimere the latter was a great favorite throughout, the odds on her being one hundred to thirty before the start, and one hundred to sixty after she had been beaten a heat. Her backers fell heavily. It seems that she has been greatly overrated an a tyotter. Mountain took the lead at the start in each heat and was never headed in the race, and won as he liked in 2:45, 2:44%. On the trot between Raid and Abdalian Chief there was a very large amount of money staked, Raid having the call at one hundred to fifty before the start, and after the first heat, when it was apparent that, barring accidents, he could not lone, one hundred to twenty was offered on him. There seemed to be an unusual suspicion on the part of the layers of the odds; but nothing occurred to warrant it, as the trot came off as fairly as any that ever took place. Raid led all through the heats, taking the lead at the start and keeping it to the end. Time, 2:41, 2:40, 2:38%. A premium for a five mite dash was given to Abdaliah Chief for a walk over, there being no borne to contend with him for the prize.

FASHION COURSE, L. I. came off, but the winners could not trot fast enough to

At the Fashion Course this afternoon three trots are announced to come off. The first will be a twenty mile match between two private horses; the second trot will be five mile heats between Captain McGowan and Up and Up; and the third will be for a sweepstakes by four good horses.

Tonnat.

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Tonnato, C. W., Nov. 16, 1865.

The boring of ridges for the Lake Huron and Lake Ontario Saip Canal is all completed. Everything promises well for the great undertaking. The engineer's report will be published shortly Lake Haron and Lake Ontario Ship

THE NEWARK RAILROAD DISASTER.

DEATH OF ANOTHER VICTIM.

CONTINUATION OF THE MOUEST.

Tesumony of the Conductor and Brakeman of the Train.

The inquest upon the body of Henry L. Gordon, who ington through train from New York on Wednesday morning, caused by the misplacement of a switch when just beyond Market street station, Newark, New Jersey, was continued yesterday afternoon in the office of Cor-oner Sandford, in that city. The evidence of the conductor, brakeman, the assistant superintendent, and the superintendent of repairs of the road, who was also a passenger on the train, was taken , and went to prove the passinger of the switch tender, who will himself be ex-amined to-morrow. The chief points aimed at in the testimony are the negligence of the switch tender, the speed at which the train was running at the time of the accident, and, lastly, whether two brakemen, assisted in cases of emergency by the conductor, would be sufficient to stop a train of seven cars in any reasonable distance.

RATE OF SPEED TO BE RUN. The following is a copy of an ordinance to regulate the cars upon this line through the city of Newark, N. J.

The New Jorsey Railroad and Transportation Company shall be allowed to run their trains at a rate of speed not exceeding twenty miles per hour, as to their mail or express trains, and shall not be limited in the speed of any of their way trains to less than fifteen miles per hour; this limitation of speed to apply to the railroad track between Centre and Thomas streets, Newark, N. J. ANOTHER VICTIM.

at the time of the accident, and who was dread yesterday. Up to the time of his death he was quite sensible of what was going on around him. His parents arrived from New Brunswick in the afternoon, but too late to see their boy alive. Up to Wednesday afternoon no attention had been paid to him. He was brought on a stretcher and laid alongside of the dead body of Mr. Gordon, in a dirty office belonging to the depot, where his death was patiently awaited. He was subsequently removed to the Newark Hotel, opposite, and received every attention, but, unfortunately, without avail. The boy was attended to in his last moments by a clergyman of the city, the Rev. Mr. Levy.

Mr. Mousely, of Wilmington, who received a broken shoulder blade, is in a very critical condition, and is attended by Dr. Dodd.

Captain Q. Mitchell, of the Thomas Collyer, whose leg was badly bruised, has returned to his home in Baltimore. All the others are doing as well as can be expected. yesterday. Up to the time of his death he was quite

THE STOLEN MONEY.

The money stolen from the dead body of Mr. Gordon has not yet been recovered, there appearing to be a mystery connected with the disappearance of the package. The police, however, are on the track, and expect to be rewarded with success soon. Four or five different persons searched the deceased as soon as found.

sons searched the deceased as soon as found.

TESTIMONY OF THE ASSISTANT SUPERINTENDENT OF THE LINE.

James W. Woodruff, being duly sworn, testified—I reside at Elizabeth, N. J.; am assistant superintendent of the New Jersey Railroad; F. W. Jackson is the superintendent, have been assistant superintendent for thirteen or fourteen years; Mr. Jackson employs and discharges all the men on the road except in the machine shop; the rate of speed to be run on the road is fixed by the superintendent, Jackson; they are directed to run about half speed when running through the city; the full speed of the Washington trains is about thirty-five miles an hour, and are to run through the city of Newark at seventeen miles an hour; the way trains are to run through the city twelve miles, and the freight trains only ten miles an hour; the engineers, conductors and fremen in the employ of the road are furnished with a book of instructions and a time table; I don't know whether there is any regard paid by the company as to whether there is any regard paid by the company as to whether there is any regard paid by the company as to whether there is any regard paid by the company as to whether there is any regard paid by the company as to whether there is any regard paid by the company as to whether the men can read and write or not; I don't know how long he has been in our employ, but his name is familiar to me, as seeing it in the pay book; I think he has been on the road acting as flagman; I don't know what wages the switch tenders get; I was at the scene of the dissister on Wednesday a few moments after the accident occurred, which was caused by the cars running off the main track into the enclosure where the turn-table is; I don't know the distance between the switch and the turn-table, I think from one hundred and fifty to two hundred yards: I did not see the switch tender yesterday; I inquired for him, and was informed that he had been sent home by Mr. Herrick and another man put in his place; I do not know how long the switch TESTIMONY OF THE ASSISTANT SUPERINTENDENT

Wednesday morning, and that is the reason, I think, the engineer could not stop his train.

TESTIMONY OF WM. D. CHETWOOD.

Wm. D. Chetwood, being duly sworn, said—I reside at Elizabeth; am general freight agent of the New Jersey Railroad; have been employed in that capacity three years; I was at the accident about five minutes after it occurred; saw the dead and wounded; the engine had run through the lot and into the street on the other side; from the switch to the turn-table it was from one hundred and fifty to two hundred yards; the engine had run its whole length off the end of the track; I know O'Brien, the switch tender; have known him six or eight years, and he has been in the employ of the road all that time as a laborer repairing tracks; I did not know him in any other capacity; I was paymaster on the road for about two years; the last year I have had nothing to do with it; laborers were paid one dollar and a half when I paid them; switch tenders get from forty to sixty dollars a month; the rate of wages was paid by the amount of labor required and the location of the switches; it is important that competent men should be employed; as switch tenders; I don't know anything of the switch tender's ability or his carefulnes; the safety of the travelling community depends a great deal upon the switchmen employed; a misplaced switch is generally attended with serious consequences; if the switch man had attended to his duty and had the switch in its proper place the accident would not have occurred; I don't think that the engine could have been stopped had the train been running at only eight miles an hour; I doubt if the cars had been running at only eight miles an hour; I doubt if the cars had been running at only eight miles an hour; I doubt if the cars had been running at only eight miles an hour; I doubt if the cars had been running at only eight miles an hour; I doubt if the cars were the accident.

THE CONDUCTOR'S TESTIMONY.

William Campbell, being duly sworn, said—I reside at

cars had been running at only eight miles an hour whether so much damage would have been done; if the cars were running at the rate of seventeen miles an hour it would help to cause the accident.

THE CONDUCTOU'S TERSTIMONY.

William Campbell, being duly sworn, said—I reside at No. 10 Grove terrace, Jersey City; I am conductor on the New Jersey Railroad; have been in their employ eight years; I run from Jersey City to New Bruswick—the eight o'clock Washington train in the morning and the four P. M. train to Philadelphia—the same distance; I was on the Washington train on Wednesday morning; we had two brakemen on that train; this is the usual number; the baggage master and the conductor act as brakemen in cases of necessity; we were behind time one minute at Market street depot; at the time we neared the switch we were running about fifteen miles an hour; I was finded the car and heard the engineer signal to brake the train; the brakes on the baggage and mail car were applied; I applied one myself, the other by the brakemar; I was in the smoking car at the time; I don't know whether the rear brakes were applied or not; we met with an accident at the turn-table I jumped off; the cars had not then broken; I saw the broken cars and the dead and several wounded; I did all I could to stop the cars after I heard the whistle to brake up; had we been running at eight miles an hour I do not think the cars would have been so serious; our orders are to reduce our speed to haif, which would be seventeen miles, in going through the city; I was not acquainted with O'Brien, the switch being misplaced, together with the spread we were running at; if the switch had been in its proper place the accident would not have occurred; I attribute the accident to the switch being misplaced, together with the spread we were running at; if the switch had been in its proper place the accident would not have occurred; I was intimately acquainted with Mr. Gordon; he had just before been up to me and asked me for a cigar; he then were applied

on from fourteen to fifteen bours a day; I get thirty dollars a month; I am seventy-three years of age; no one relieves me of my duty during the day, and I don't need any, was at my post at the time of the accident; Edward O'Brien attends the switch leading to the turn-table; he was there on Wednesday at the time of the accident; the train ran off the track on the switch leading to the turn-table; I noticed a locomotive come out from the yard of the turn-table about twenty minutes before the accident, as near as I can recoilect; when a locomotive wants to get on to the turn table the switch is turned to let it on; I did not see O'Brien after the accident, to talk to him; I saw him afterwards wringing his hands and stamping his feet, as If he was in great trouble; he has been at that switch from six to eight weeks; the train, according as I can judge, was going at the rate of from fifteen to eighteen miles an hour; I saw him a short time previous to the accident standing pretty close to his shaniy; there are two switches in one place and two a little further on; he was within fifteen or twenty feet from the switch at the time of the accident.

THE BRAKEMAN'S TESTIMONY.

THE BRAKEMAN'S TESTIMONY.

Louis B. Baker, being do!, worn, said—I reside at 128 Greene street, Jersey City am a brakeman on the New Jersey Railroad; was on the train when the accident occurred; there were two brakemen on the train; the baggage master acts as brakeman too; it is quite a sufficient number for seven cars; at the time of the accident I should judge we were going at the rate of from twelvet of liftcet males an hour; I was on the front of the first passenger car; I applied my brake as soon as I heard the whistle, and the conductor applied one to the baggage car; I cannot say whether the brake in the rear was applied or not; I do not know Edward O'Brien; the cause of the accident was the misplacement of a switch do not think the accident would have been any less serious if the cars had been running at less speed, as the rails were wet and it was difficult to stop the cars; when the engineer blew the whistle of danger the third time I jumped off; this was before we reached the turn-table; both brakes were down; I heard the whistle as soon as the train reached the switch; when I jumped off the cars I fell down; the conductor did not fall down when he jumped off.

the train reached the switch; when I jumped off the cars I fell down; the conductor did not fall down when he jumped off.

TESTIMONY OF SUPERINTENDENT OF REPAIRS, John C. Herrick, being duly sworn, said—I reside at No. 107 Union street, Newark; am Superintendent of Construction and Repairs of the New Jersey Railroad Company; part of my business is to employ switchmen and flagmen on the Jersey road; I have the supervision of that part; it is important that switchmen should be good and careful men; I know Edward O'Brien, the switchman; he has been in the employ of the road five or six years, more or less; for the past year or more as a switchman, but not stationed at one place, but was kept for the purpose of filling vacancies; previous to that he was trackinan, and at one time had charge of a gang of men with a wood train; he had been employed at the switch six or eight weeks, and was regarded by me as a careful man; he had to attend to four switches within the space of one hundred and fifty feet; he was employed at his post from about half-past six in the morning to six in the evening; he had only five trains to attend to during the whole days, he was receiving forty dollars per month wages; after an engine had come off the turn-table it was his duty to put the switch to its proper position on the main track; I consider his leaving the switch remaining as he did gross negligence; I do not know whether there was any engine to go on or off the turn-table it was board the train at the time of the accident; is should judge we were going at the rate of from fifteen to twenty miles an hour, although I do not think probably we were going over sixteen or eighteen; I was in the smoking car; did not see Mr. Gordon; there was no doubt in my mind but that he was standing on the platform at the time of the accident; and the edge of the car in coming into the smoking car, took off his legs and carried the body forward; I do not know whether the brakes were applied or not; I saw william Campbell, the brakeman, in the care few

would sooner trust thin some conterned man.

The investigation was adjourned at half-past five until nine o'clock this morning (Friday).

Railroad Accident at Washington.

Washington, Nov. 16, 1865.
This morning, as the Alexandria Railroad train was backing on Pennsylvania avenue, where the city rail-way crosses the Alexandria track, it came in contact with a city passenger car, striking it in the rear and throwing it entirely off the track. Miss Marion Hulton, of Phila-delphia, who is a clerk in the Treasury Department, and C. J. Riddle, the conductor, were seriously, and Mr. Bayne, agent of Adams' Express Company, and others,

Another Railroad Smash Up.

FOUR PERSONS INJURED.

[From the New Orleans Picayune, No. 5.]

We learn that yesterday a f ight train on the Jackson Railroad ran off the track just below Pontchatoula station. Four cars were smashed up, and thereby the conductor, W. L. Maynard, had his leg broken, and one passenger was severely and two were slightly hurt. We did not learn their names. It took place in a swampy spot, in the midst of a cold storm—an uncomfortable place and time for such an occurrence. The locomotive did not get off the track, and was saved. Somebody is to blame this time, and who it is the General Superintendent will show as soon as the investigation he has instituted is complete.

On the evening of the 20th ultimo John J. Ross, who lived at 381 Greenwich street, while partially intoxicated called at the Northern Hotel, foot of Cortlandt street, with a female companion and ordered a room. Mr. Roes with a room, but refused to allow the strange female to go up stairs. This fact led to a dispute be tween Mr. Ross and the proprietor of the hotel, and his barkeeper, James Hammond, which led to the forcible ejectment of Ross. While on the sidewalk Mr. Ross and the bartender came in violent collision, during which it is alleged that Hammond struck Ross sever: blows in and about the face, knocking him down. He blows in and about the face, knocking him down. He was taken up and removed to the New York Hospital, and from thence to the residence of his wife, as above. Most of the time after receiving the violence Ross remained insensible, and continued in that condition till Wednesday, when death ensued. The bartender was arrested at the time, but subsequently discharged. Coroner Collin yesterday held an inquest over the remains, and below will be found the testimony of two of the most important witnesses.

Wednesday, when death ensued. The bartender was arrested at the time, but subsequently discharged. Coroner Collin yesterday held an inquest over the remains, and below will be found the testimony of two of the most important witnesses:—

Morris Hazard, Jr., being duly sworn, deposed and said:—I am one of the proprietors of the Northern Hotel, foot of Cortlandt street; the deceased the first I saw him to know him was intoxicated; it was three weeks ago; he came in between seven and eight o'clock in the evening; he came to me and inquired for a room; I saw that he was intoxicated; I told him that it would be seventy-flye cents; I was about to zend him up to his room when the bartender, James Hammond, told me that there was a woman with him in the hall; I went out in the hall and saw a woman standing there; she told me she had met him; I then told deceased that I kept a respectable house, and could not let him have a room; he commenced abusing the barkeeper in a violent way; I then told the bartender that I wanted deceased to leave the house; I requested him to leave, but he refused to do it. I requested him a half dozen times; he then uttered several invectives against the bartender, but said he would leave for me; I then took hold of his coat in a gentle manner, and requested him to leave; he got up and went as far as the barroom door, and lay down; I lifted him on his feet and told him to go out, and when he went out he began abusing the barkeeper; I closed the door on him and went to my desk; immediately hearing a noise outside, I went out and found that there was a scuffle between them both; I merely stuck my head out; I ordered my bartender to come in immediately haring an out of the reling performent of the police; the barkeeper hab been in the hands of the police; the barkeeper hab been in the hands of the police; the barkeeper hab been in the hands of the police; the barkeeper hab been in the hands of the police; the barkeeper hab been in the hands of the police; the barkeeper hab been in the hands of the

he could not speak at all; I then went down states work.

Wm. B. Eager, Jr., M. D., one of the physicians who attended decrased, testified that the cause of death was inflammation of the brain or its results.

The jury found "Toat deceased came to his death by inflammation of the brain, caused by blows and a fall received at the hands of James Hammond, barkeeper at the Northern Hotel."

Deceased was sixty years of age, and a native of this State. Coroner Collin issued a warrant for Hammond, and efforts will be made to rearrest him.

Buig John Batch, at Newbort from Sagua, reports:-- Had

City Politics. This organization met last night for the purpose of ominating a candidate for the Mayoralty. At a previous meeting a committee had been appointed to propose a suitable candidate; but, from a report submitted
by Pr. Berkmann, it appeared that the committee failed
to meet at the proper time, and therefore was unable to
present a candidate. Dr. Berkmann proposed the nomination of the present incumbent of the Mayoralty, and
resolutions to this effect were subsequently passed by
a unanimous vote. A committee, composed of Dr.
Berkmann, Dr. Mayer and Mr. Schiel, was appointed to
inform the Mayor of his nomination by the German
Democratic Central Club. A number of the representatives of the C. Godfrey Gunther clubs which have been
started in the various wards were admitted as delegates
of the Central Club. Mr. Richard O'Gorman was proposed as a candidate for Corporation Attorney. This
matter was, however, postponed until the next meeting,
on Thursday next.

MR. GUNTHER'S ACCSPTANCE OF THE M'KEON NOMI-

MR. GUNTHER'S ACCEPTANCE OF THE M'KEON NOM

The committee appointed by the McKeon Convention to announce to Mr. C. Godfrey Gunther his nomination for addressed the Mayor, stating the New York democracy had authorized the committee to tender him the nomination for Mayor, with the hope that their efforts might be crowned with the same success which had attended them two years ago. They had then selected him as their candidate, and they felt there was no presumption in expressing their opinion that, netwithstanding the vigor and energy displayed by him during the canvass, the result was mainly due to the support given by the party the committee had the honor to represent. While feeling it was their right to take precedence in making the nomination, they did not intend to impose any conditions which might interfere with the desired end. Mr. Price concluded with the assurance of the condial support of his associates and the party in whose behalf they acted.

The Mayor responded by saying that he accepted the nomination with pleasure; that he was now, as when he ran two years ago, opposed to corruption in the administration of the city government, and desired that the democratic party should be restored to its former purity and reunited on the basis of a popular representation, and these he felt and believed were the objects of the New York democracy. He thanked the committee for the cordinative expressed, and pledged that he would not forget it and the obligations imposed in accepting the nomination.

The various members of the committee then addressed

momination.

The various members of the committee then addressed the Mayor individually, and Mr. O'Brien said that in the nomination of Gunther and O'Gorman there was a union different from the opposition implied by the nomination by Mr. Wood of O'Conner against Gross, and his remark that this was putting an Irishman against a German. On this ticket both nationalities were in accord.

M'REON DEMOCRATIC ALDERMANIC CONVENTIONS.

was held last evening at No. 28 Cherry street, adjourned

This well known printer, whose name will be recognized by his brother craftsmen throughout the United States, died on Thursday morning, of consumption, from city, aged forty-three years. Mr. Walsh was equally ent in his extended circle of acquaintanceship for eminent in his extended circle of acquaintanceship for his capacities as a member of the typographical fraternity and for his many gentlemanly and excellent social qualities. With a disposition kind and genial, and a heart always open to the appeals of charity, he was one of the most useful as well as best beloved men of his craft. Most of his life was spent in Albany and this city; but he was well known to his brethern of the whole country, having held the position of Secretary and other responsible offices in the National Typographical Union. The deceased leaves a wife and three children. The funeral services will take place on Saturday afternoon, at his late residence, and the body will for the present be placed in a vault in this city, for final transmission to Albany. Sincere mourners will follow the remains in both citles.

Burning of an Almshouse.

CARLISLE, Pa., Nov. 16, 1865.

The Cumberland County Almshouse was destroyed by fire to-day. The furniture was mostly saved. The inmates all escaped. The loss is covered by insurance in the Franklin Company, of Philadelphia.

Married.

Chapman—Davol.—On Thursday, November 16, at the residence of the bride's father, by Rev. T. L. Cuyler, Edwin N. Chapman, M. D., to Maria B., daughter of John Davol, all of Brooklyn.

Williams.—Sticker.—On Thursday, November 16, at Scotch Plains, N. J., by the Rev. Eugene N. Hoffman, D. D., rector of Grace church, Brooklyn Heights, N. Y., Edward P. Williams, of Elizabeth, N. J., to Mary O., daughter of Aaron L. Stiger, Esq., of Scotch Plains, N. J.

Died.
GILMER.—At Tarrytown, on Thursday, November 16, Mrs. Julia F. Gillarks, daughter of the late Caleb S. Fordham, in the 58th year of her age.
Funeral at Tarrytown, on Saturday morning, at a quarter past ten o'clock. Carriages will be at the depot on the arrival of the half-past eight o'clock train from New York. Her remains will be interred in Greenwood.

[For other Marriages and Deaths see Second Page.]

SHIPPING NEWS.

ALWANAC FOR NEW YORK—THIS DAY.

6 49 MOON RISES... morn 5 50
4 41 BIGH WATER....eve 7 41

Macdonald. Steamship Morro Castle, Adams, Havana—Spofford, Tiles. m. & Co. n & Co. Steamship Constitution, Greenman, Savannah—Wakeman, ookin & Dickinson.

ookin & Dickinson. Steamship Vixen, Jones, Newbern—Murray & Nephew, Steamship Mary Sanford, Sherwood, Boston—Whitney & athaway. Ship American Eagle, Urquhart, London—E E Morgan & ns, Bark Jessie Campbell (Br), Cosman, Cork via Philadelphia dmiston Bros. Bark Milton, Buckley, Galveston—Tupper & Beattle. Brig Baron de Castine, Johnson, Neuvitas—Peck & Church Brig Orient (Br), Bemister, Harbor Grace—M E. Greene &

Brig Alert (Br), Whelan, St Johns, NF-M E Greene & urrie. Schr Jessie Jones (Br), Lange, St Kitts-Jones & Lough. Schr Walter Raicigh, Nickerson, Savannah-Murray & Schr Walter Raicigii, Nickerson, Avanisan—Aurry & Nephew.
Schr Robt Caldwell, McCormick, Charleston—N L McCready & Co.
Schr Mary B Reeves, Cullen, Charleston—Brown & Vanderbill.
Schr W E Legere, Gibson, Richmond, Va—Van Brunt & Slaght.
Schr U T Cramer. Abrams, Richmond—M Bedell.
Schr Jos Holmes, Asa, Richmond—C H Pierson.
Schr Allen Downing, Tice, Philadelphia—J W McKee & Co.
Schr J Tinker, McDonald, Elizabethport—Simpson & Clapp
Schr Shooting Star, Marshall, Boston—Holyoke & Murray.
Schr Armadillo, Chase, New Bedford—Ferguson & Wood.
Schr Harriet Byan, Snow, New Bedford—Ferguson & Wood.

Yood. Schr E H Hubbard, Stocking, Middletown-H S Rackett & on. Sloop Celerity, Hallock, New Haven—Ferguson & Wood. Steamer Beverly, Pierce, Philadelphia. Steamer Millville, Renaur, Philadelphia.

Steamer Milivile, Renaur, Philadelphia.

ARRIVED.

Steamship Montezuma (Br), Hamshaw, Kingston, Ja, Nov 6, with make and passengers, to Howland & Aspinwall. Has had heavy N and NE winds the entire passage.

Steamship America, Lindt, Savannah Nov 11, with make and passengers, to Wakeman, Gookin & Dickinson,
Steamship America, Lindt, Savannah Nov 11, with make and passengers, to Wakeman, Gookin & Dickinson,
Steamship Chas Benton, Salter, Newbern, NC, via Hatteras Inlet, 60 hours, with make, to Murray & Nephew.

Steamship Yazoo, Couch, Norfolk, 24 hours, with make and passengers, to Livingston, For & Co.

Steamship Hatteras, Parrish, Norfolk, 24 hours, with make and passengers, to Livingston, For & Co.

Steamship Kingisher, Rector, Baltimore, 40 hours, with make, to J B Smull.

Ship Edward Hyman, Rhodes, Shields, 56 days, with make, to J F Meyers. Had a continuation of NW and SW gales for 37 days.

Ship Jacob A Stamler, Samson, Havre, 46 days, with make

and the passengers, to boy a market.

Bark Celeste Clark (of Boston), Bangs, New Orleans, 21 days, with cotton, &c., to master.

Brig Atlas (of Bangor), Cary (late Conley), Batavia, 95 days, with sugar, &c., to order. Aug 18, Capt John Conley, a native of Bangor, died of fever, and was buried at sea; Sept 23, lat 24 S, lon 4 30 E, spoke ship Laura Day (Br), from Fooder, for London, 86 days out.

Miscellancous.

AMERICAN LLCYDS REGISTER—The supplement for November 15, containing additions and corrections to the above valuable work, has been issued from the offices of the Association, 36 Wall and 13 Broad streets. As these supplements give the condition of every arrival at this port down to the latest hour, it increases the value of the work considerably to all interested in chartering, 4c.

Sylamen Greynoush, lost on Bird Rock Ledges, was owned by Messre Franklin Snow & Co, of Boston, who purchased her some time since for their line of steamers to the British provinces, she having formerly been a blockade runner.

ner.

Bank Queen Man (Br), Walter, from Portland for Matanzas, went ashore Oct 22, at 10:30 AM, during the late hurricane, about 20 miles W of Carysfort Reef, and is a tolal loss; crew saved, and arrived at Key West, whence Capt Walker took passage for this port in the U S steamer Memphys, which arrived here on Wednesday. The Queen Mab was 340 tons register, and balled from Liverpool.

Bank Jone Given (Br), at Havana Oct 28, fr experienced very heavy gales on the passage and deck load.

and mixten masts gone; same day saw a herman with mainmast gone about 39 feet from the de lat 39 40, lon 70, fell in with a vessel waterlogge

of a vessel's cabin and a life buoy, with "Ben) A. drifted ashore at Scotland's Cay, Absoca, on The ship Benj Adans, of New York, sailed head City Oct 16 in ballast for Mobile, and as at the latter place had not been announced up to cared she was driven ashore during the late some cone to pieces.

SCHE NONPARELL. Whitmore, from Deer 1sle for Boston, struck on a ledge near Deer Isle and was slightly damaged. SCHR GEN SHREMAN, belonging to Messrs D C Babson & O. of Glouvester, has been sold to Capt Chas II Goell, J I foster and Capt Sylvester Goodwin, of Beverty, for \$11,000 he will continue in the fishing business under command of Capt Goodwin.

Spoken. Cc.
Ship Hermine (Brem), from Liverpool for Hamptotonds, Nov 12, off Cape Henry (and was ordered to City Ship Lancaster, from Liverpool for Piladelphia, Nov 15— y pilot bost G W Blunt. No 11. Bark W A Platenas, from Cow Bay for Savanush, Nov 14 by puot noat G W Blunt, No H.

Bark W A Platenas, from Gow Bay for Savanneh, Nov 14—
by pilot boat G W Blunt, No H.

Brig Lizabel, Davis (or Garey), from Boston for New Orleans, Nov 10, lat 37 59, lon 73.

Brig Ottawa (Br., from Cow Bay for Philadelphia, Nov14—by pilot boat G W Blunt, No H.

Foreign Ports.

Bremerhaven, Oct 30-81d sips Alice Ball, Ross, England; Sist, Daniel Marcy, Ross, do.
Brenos Ayres, Sept 21—Sid bark Don Diego, Taylor, Uru-

FORTRESS MONROE, Nov 12-Arr schr A W Collins MOBILE, Nov 6—Arr steamship Gen Sadgwick, Starkey, NYork, Cld ship Aurora, Macoduck, Liverpool; brig Car NYork. Cld ship Aurora, Macoduck, Liverpool; brig Carman (Sp.), Obegero, do.

7th—Arr steamship Bolivar, Cowell, Vera Cruz. Cld shurResolute, McDiermed, Liverpool; brig Rolling Wave, Hall,
NYork; schr Nelite Tarbox, Pendleton, do.

NEW ORLEANS, Nov 3—Cld steamship Morgan, Lawless,
Galvestor; bark Saleta (Sp.), De Erezuma, Liverpool

4th—Cld steamships Alabama (Br.), Glover, Liverpool viaHavana and Queenstown; Mississippi, Sumner, NYork; barks,
Nettle Merryman, Merryman, Liverpool; Frank Macion,
Stinson, Providence, RI.

5th—Arr steamship Merrimac, Van Sice, NYerk; ships Mayflower, Goodwin, Bosson; Constansia (Brem., De Hard,
Remerbaven; schra American Eagle, Sluger, Philadelphia;
Joe Kelley, Neilson, Havana; Pinkey, do. Below sing Carino, from Mobile; barka Abd el-Kader, Niekerson, from
Philadelphia; Fellcia (Fr), Henry, from Bordeaux; Emichen, from NYork; Amerique (Fr), from Marseilles; Cephas

Starrett, J. V. Now Have, steamer E B. Lange, Oswold, New

Sterrett.
Nov II—Arr steamer E B Lane, Oswold, New York; schrz Miranda, Hardy, and W R Darling, Eaxter, de; Torpedo, Avery, New London; Maria Ann, Rhodes, Hartford York. Sid brig J W Sawyer, Bickford Washington via City Halin. Sub-Tunis Depow, Cropper, Nyork. SaVANNAH, Nov — Arr Crosseo (Br), Curry, Liverpoul; selr Antelopes, Jones, Bettimore, Bith—Arr brig Red wyork, selr Pioneer, Turker, do. Hoha-Arr brig Olfve Francis, Small, New York; selrs J W Webster, Bestworth, do. Oliver Cromwell, Deland, New-Webster, Bestworth, do. Oliver Cromwell, Deland, New-Webster, Bettsworth, do; Onver Cromwell, Beland, Sew-port, RI. WILMINGTON, NC, Nov 10—Arr schr Ocean Belle, Eme-ty: NYork.

MISCELLANEOUS

A LES, PORTER AND EXTRA STOUT. MACPHERSON AND DONALD SMITH (Late style Smith & Brother), New York, Fine PALE ALES, PORTER and EXTRA STOUT, for city and Southern dec.

These Ales. Porter and Stout are of superior quality, brewed with great care, pleasant, nutritive and strengthen-ing, and can be relied on for purity. Brewery, West Eighteemh street, between 7th and 8th ave. AN IMMENSE IMPROVEMENT IN STRAM.

W. C. HICES' PATENT STEAM ENGINES save 75 per cent in space, weight, friction and parts. Adapted to all uses. For circular address THE HICES ENGINE COMPANY, 88 Liberty street, N. Y. A.—CORNS, BUNIONS, INGROWING NAILS, CHIL-A. blains, Tender Feet, &c., cured by using RRIGGS Alleviator and Curative. Sold by druggists and sent by mail, Soc. and \$1. Dr. BRIGGS, Surgeon Chiropodist, 208 Broad way, corner Fulton street, during the day; 220 Broadway, corner Twenty-first street, morning and evening.

AT A REGULAR MEETING OF THE YOUNG MEN'S Independent Democratic Club of the Fifth Senatorial district, held at their rooms in Third street, between avenues A and B, on Thursday evening. November 16, the above named club unanimously nominated Captain DAVID HOGG for Councilman.

ANTHONY YERS, Secretary. ANTHONY YEITS, Secretary.

AT A CONVENTION HELD AT FORAN'S, CORNER of avenue A and Eighth street, on Thursday evening, 16th Inst., in pursuance of the call from the New York Denocratic General Convention, Mr. Charles Vanderwort was elected chairman and P. G. Topping secretary. Mr. JAMES J. BURNETT received the unanimous nomination as caudidate for Alderman of the Tenth Aldermanic district, full delegations being present from the Fifteenth and Sewnteenth wards. CHARLES VANDERWORT, Chairman. P. G. Topping, Secretary.

P. G. Topping, Secretary.

CORNS, BUNIONS, CLUB AND INVERTED NAILS
cured without pain, by Drs. RICE & HART, 38 Bovery, over Citizens' Bank, Rice's Auntiliator cures Corns,
Bunions, Chibbians, &c. Jly mail, 50 cents and \$1. DIVORCES.-PRIVATE CONSULTATIONS ON THE subject as to this and other States. Decrees legally obtained. F. I. KING, Counsellor at Law, 336 Broadway.

F. I. KING, Cou GO TO THOMAS R AGNEW'S, 260 AND 262 GREEN-treas, Coffees, Fish, Flour and everything else cheaper than any store in New York. One price house.

Sign of the Golden Kettle—A Household Word.—Buy your Silver Plated Ware, Table Cutlery, China, Ghasa, Earthenware and House Furnishing Articles from E. D., HASSFORD, Cooper Institute Building, Astopplace, corner store.

THE NATIONAL PARK BANK OF NEW YORK

4TH ALDERMANIC DISTRICT.—THE FOURTH ALdermanic Convention of the New York Democracy
(McKeon) met last evening Thursday) at the corner of Fice
and Medicon streets, and unministed GHARLES MCBRIES,
Estl., as their candidate for Alderman for the Fourth Aldermacine district.

(appain Herry P. West, Scottary.